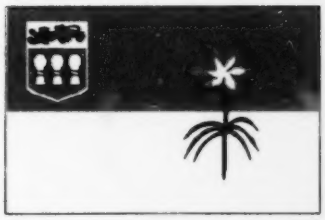
NORTH PORTAL/PORTAL BORDER CROSSING STUDY

1999 ANNUAL REPORT

Saskatchewan



North Dakota

Intergovernmental Affairs Unit
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NORTH PORTAL/PORTAL BORDER CROSSING STUDY

1999 ANNUAL REPORT

Prepared for

Saskatchewan Highways and Transportation
and
North Dakota Department of Transportation

Prepared by

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Saskatchewan Highways and Transportation

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January 2000

SUMMARY

Saskatchewan Highways and Transportation and the North Dakota Department of Transportation have fulfilled their two-year commitment to survey and study international commercial truck traffic at the Port of North Portal/Portal. The study commenced in January of 1998 and was successfully completed in December of 1999. Information from this study is intended to provide both Departments with sufficient details to make key decisions regarding infrastructure and policy planning, future upgrades, and the harmonization of trucking regulations.

Truck operators were surveyed on-site at Canada and United States Customs at the port. The 1999 surveys yielded a total sample size of 1,072 which provides reliable statistics for directional traffic, truck characteristics, route information, and commodity trends at the 95% confidence level with a 3% to 4% margin of error.

The main results from the 1999 survey database are listed and briefly described below (1999 results are consistent with all 1998 results; there are no *significant* changes to report).

- 53% of all trucks surveyed were northbound; the remaining 47% were southbound
- Most trucks were 5- and 6-axle semi trailer configurations, combining for a total of 81% of all trucks surveyed (74% and 7%, respectively)
- Collectively, Saskatchewan, Alberta, and North Dakota comprise 70% of all vehicle registration locations
- Truck operators' gross vehicle weight (GVW) estimations resulted in an overall average GVW of 63,800 lb
- 87% of northbound trucks and 93% of southbound trucks were loaded; 13% northbound and 7% southbound were empty
- International commercial truck traffic via North Portal/Portal frequents the following principal routes in Saskatchewan the most: #39, #6, #11, #16, #2, and Trans-Canada (#1); and the following principal routes in North Dakota: U.S. routes 52, 2, & 83 and Interstates 94 & 29
- From origin to destination, 92% of truck drivers chose the most direct route; 6% were routed by their trucking company; 2% provided various other answers
- Most northbound trucks originate in North Dakota with Alberta/Saskatchewan as their primary destination(s); likewise, most southbound trucks originate in Saskatchewan or Alberta with North Dakota as *their* primary destination
- Various manufactured products, wholesale goods, retail goods, steel, and fertilizer were the primary commodities from North Dakota/United States to Saskatchewan/Canada
- Wholesale goods, manufactured chemicals, petroleum products, wood products, and agricultural products were the primary commodities from Saskatchewan/Canada to North Dakota/United States

ACKNOWLEDGEMENTS

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Thanks also to Tracy Bednjak and Staff of the former Grain/Rail Unit, Saskatchewan Highways and Transportation for initiating the project in 1998.

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NORTH PORTAL/PORTAL BORDER CROSSING STUDY

1999 ANNUAL REPORT

1.0 INTRODUCTION

1.1 Purpose

The immediate objective of this project is to identify which principal arterial routes via North Portal/Portal are most utilized by international commercial truck traffic. A concurrent immediate objective is to identify truck characteristics, traffic patterns, and trends in commodity trading. The longer-term objective for both Saskatchewan and North Dakota is to use this information for purposes of infrastructure and policy planning, future upgrades, and harmonizing trucking regulations.

1.2 Scope

Our report will

- Provide background information.
- Describe the methodology used to obtain and manage the survey data.
- Identify and analyze specific trends in the form of illustrative charts and maps.
- Identify and discuss trends in commodity trading.
- Identify and discuss the principal arterial routes used in both Saskatchewan and North Dakota.
- Discuss all database query results.

2.0 BACKGROUND

2.1 Schedule and Location

The first survey period of this two-year study commenced in January of 1998 and ended with the last survey period in October of 1999. All surveys were conducted on-site at Canada and U.S. Customs at the North Portal/Portal border crossing.

The following are the surveys conducted to date:

1998 Surveys

- **Winter Survey**

Tuesday, January 20	8:00 a.m. to 8:00 p.m.
Wednesday, January 21	8:00 a.m. to 8:00 p.m.

- **Spring Survey**

Monday, April 6	8:00 a.m. to 8:00 p.m.
	8:00 p.m. to 8:00 p.m. (Saskatchewan only)
Tuesday, April 7	8:00 a.m. to 8:00 p.m.

- **Summer Survey** – *cancelled due to construction*

Thursday, July 23	8:00 a.m. to 8:00 p.m.
Friday, July 24	8:00 a.m. to 8:00 p.m.

- **Autumn Survey**

Wednesday, October 28	8:00 a.m. to 8:00 p.m.
Thursday, October 29	8:00 a.m. to 8:00 p.m.

Note: ***the above 1998 surveys yielded a total sample size of 1,165.***

1999 Surveys

- **Winter Survey**

Wednesday, January 27	8:00 a.m. to 8:00 p.m.
Thursday, January 28	8:00 a.m. to 8:00 p.m.

- **Spring Survey**

Tuesday, April 20	8:00 a.m. to 8:00 p.m.
Wednesday, April 21	8:00 a.m. to 8:00 p.m.

- **Summer Survey**

Wednesday, July 14	8:00 a.m. to 8:00 p.m.
Thursday, July 15	8:00 a.m. to 8:00 p.m.

- **Autumn Survey**

Friday, October 1	8:00 a.m. to 8:00 p.m.
Saturday, October 2	8:00 a.m. to 8:00 p.m.

***Note:* the above 1999 surveys yielded a total sample size of 1,072.**

2.2 Sample Size

The total sample size for the 1999 surveys is 1,072, comprised of 565 northbound trucks and 507 southbound trucks. These sample sizes provide reliable statistics for overall truck characteristics, directional traffic, and commodity trends at the 95% confidence level with a 3% to 4% margin of error.

Note: we recommend care be exercised when making inferences regarding trips originating in North Dakota and destined for Saskatchewan (Figures 6 & 18, where $N = 92$) as well as trips originating in Saskatchewan and destined for North Dakota (Figures 9 & 19, where $N = 105$). Because of these small sample sizes, the margin of error is 9% to 10% at the 95% confidence level.

2.3 Existing Documents

REPORT	ISSUED
1998 Semi-annual	June 1998
1998 Annual	April 1999
1999 Interim	October 1999

2.4 Report Organization

The 1999 Annual Report is presented in the same sequence in which the questions appear on the origin/destination survey form. A copy of this form appears as **Appendix A**.

3.0 METHODOLGY

Saskatchewan Highways and Transportation officials surveyed all northbound truck traffic while North Dakota Department of Transportation officials surveyed all southbound truck traffic.

Saskatchewan Highways and Transportation agreed to manage all survey data. The hard copies of the survey questionnaires were entered into an electronic database (MS Access) via a

customized data entry program. We subsequently queried this database to identify 1999 trends and other specific information pertinent to this study. The query results comprise **Section 4.0** of our report.

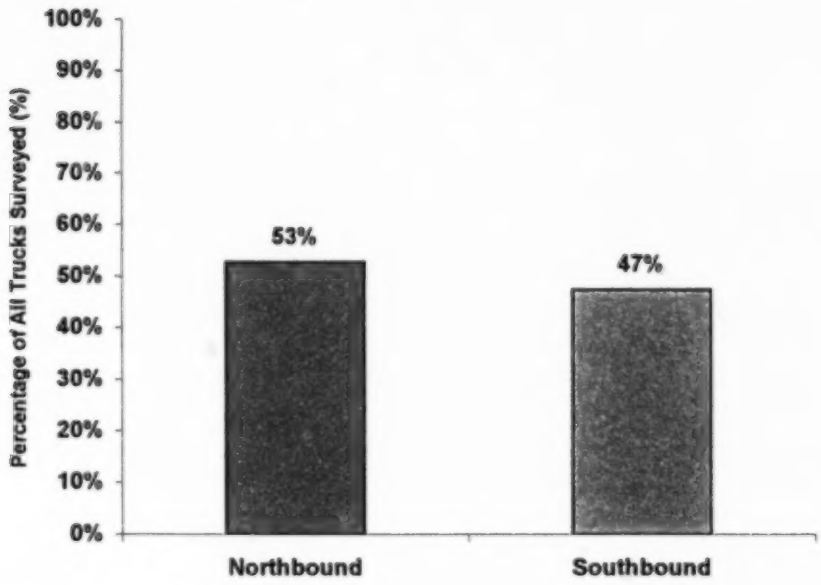
We performed structured query language (SQL) queries within MapInfo Professional 5.0 (mapping software) to identify and analyze principal arterial routes. These query results appear as thematic maps in **Section 4.6**.

4.0 DISCUSSION

4.1 Traffic Direction

The traffic direction of all trucks surveyed in 1999 is illustrated in **Figure 1** below. Of the 1,072 trucks surveyed, 565 (53%) had northbound destinations; 507 (47%) had southbound destinations.

Figure 1 Traffic Direction

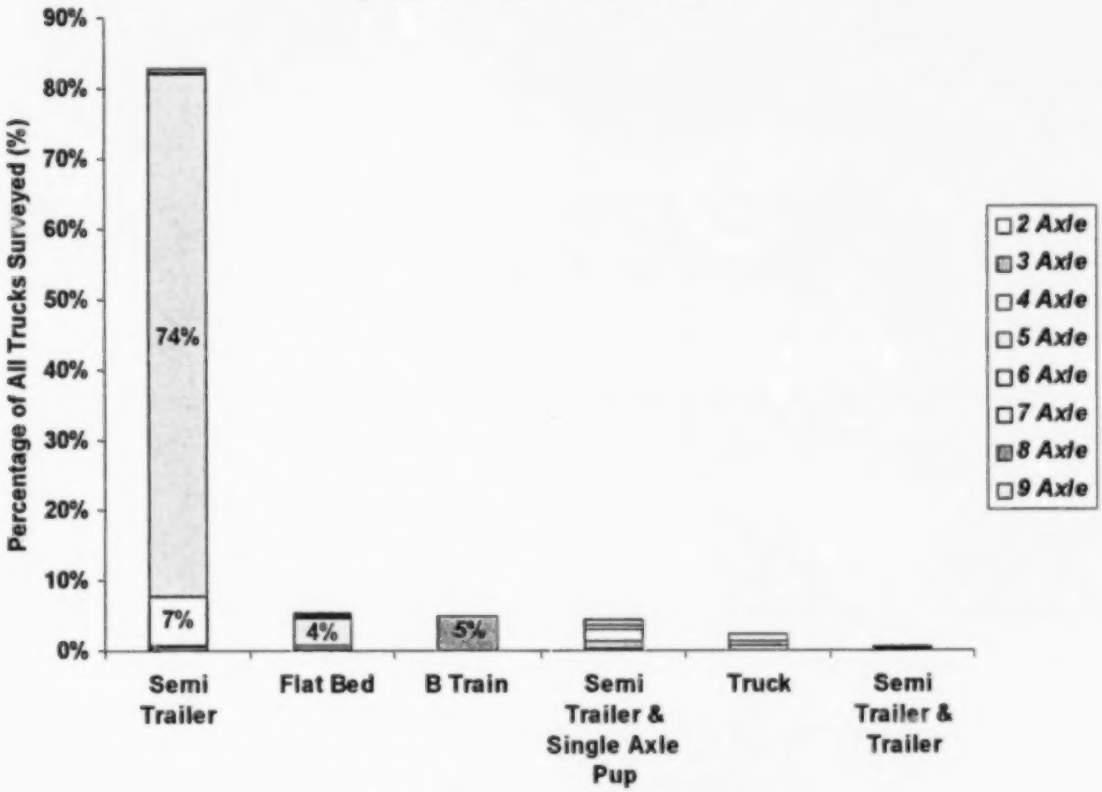


4.2 Vehicle Information

4.2.0 Truck Configuration

The 5-axle semi trailer unit is the most common truck configuration (74%). The 6-axle semi trailer unit is a distant second, comprising only 7% of all trucks surveyed. **Figure 2** below illustrates all truck configurations and their relative percentages by number of axles.

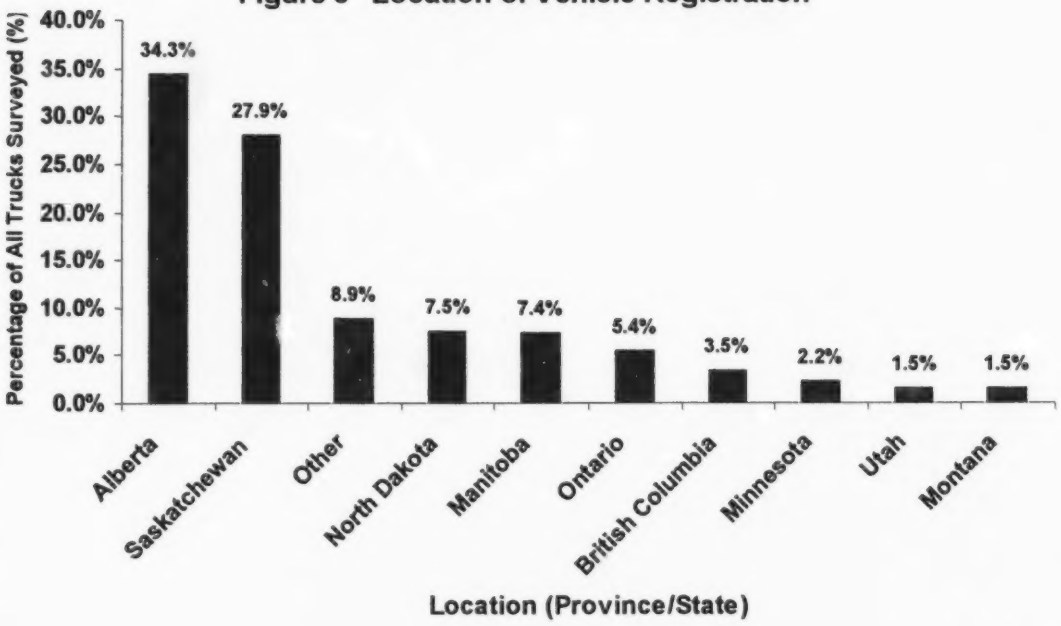
Figure 2 Truck Configuration



4.2.1 Vehicle Registration

Commercial trucks/trailers may be registered in more than one province or state; in these cases, surveyors recorded only the main plate. The most common states and provinces of registration for the 1999 surveys are illustrated in **Figure 3 on page 6**. Sixty-two percent (62%) of all trucks are registered in either the province of Alberta (34.3%) or Saskatchewan (27.9%). Alberta, Saskatchewan, North Dakota, Manitoba, Ontario, and British Columbia account for a total of 86% of all vehicle registration locations.

Figure 3 Location of Vehicle Registration



4.2.2 Gross Vehicle Weight (GVW)

Without the use of on-site weigh scales at Customs we cannot provide an accurate detailed analysis of GVW. That is, most GVW's reported by truck operators are rough estimations. Therefore, we do not have sufficient confidence that this data is representative. The following numbers are based on the truck operators' estimations: maximum reported GVW = 106,000 lb, minimum reported GVW = 2,400 lb, average GVW = 63,800 lb.

4.3 Commodity Information

4.3.0 Loaded/Empty Status

Of the 565 northbound trucks surveyed, 490 (87%) were loaded; 75 (13%) were empty. Of the 507 southbound trucks surveyed, 470 (93%) were loaded; 37 (7%) were empty.

4.3.1 Commodities

Note Classification Change: commodity classifications in the *1998* Annual Report are based on the "Standard Classification of Goods" (SCG). The commodity classifications used in the following *1999* analyses and discussion are based on the North American Industry Classification System (NAICS). This commodity classification structure appears as the "Commodity Classification Table" in **Appendix B**.

***Other Notes*:**

- In addition to illustrating commodity trading, the figures in Sections 4.3.2 and 4.3.3 also include percentages of *empty* trucks. These empty units were primarily en route to specific destinations for *back hauling* purposes. We define back hauling as travelling empty/loaded along a specific route and subsequently returning *with a load* via the *same* route.
- The term *"Manufactured Products (various subsectors)"* contained within chart legends is a *non*-NAICS term that simply refers to a *variety* of *manufactured* products (e.g. machinery/parts, wood, nonmetallic mineral products, tobacco and beverage products, electrical equipment, etcetera). The term *"other"* contained within chart legends refers to various other products for which the frequency of occurrence is relatively low (e.g. postal courier services (mail), forestry products, etcetera).

4.3.2 Northbound Commodities

Figure 4 below illustrates the types of commodities entering Canada from the United States via the North Portal/Portal border crossing. The top three commodities entering Canada in 1999 were various manufactured products (24%), wholesale products (20%), and retail products (8%).

Figure 4 U.S. Commodities Destined to Canada

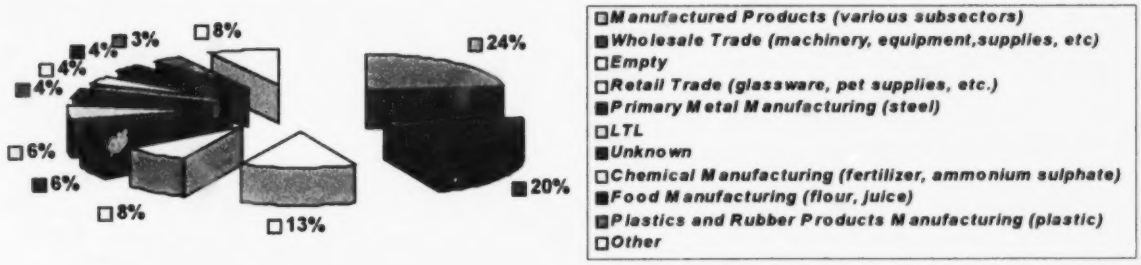
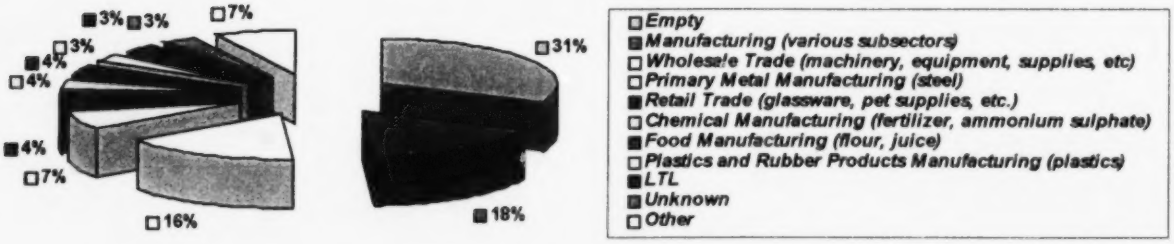


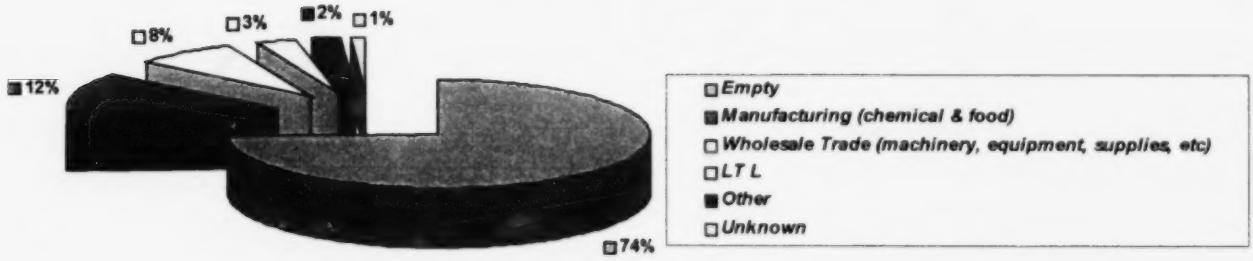
Figure 5 on page 8 illustrates the commodities entering Saskatchewan in 1999 from the United States via North Portal/Portal. The top three were various manufactured products (18%), wholesale goods (16%), and manufactured steel (7%).

Figure 5 U.S. Commodities Destined to Saskatchewan



The vast majority (74%) of trucks destined to Saskatchewan from North Dakota (N = 92) were empty and thus en route for back hauling purposes (i.e. back to North Dakota or other states). The top three commodities in 1999 were chemical and food manufacturing (12%), wholesale goods (8%), and LTL (3%) as illustrated in **Figure 6** below.

Figure 6 North Dakota Commodities Destined to Saskatchewan



4.3.3 Southbound Commodities

Figure 7 below illustrates the types of commodities entering the United States from Canada via the North Portal/Portal border crossing. The top three were wholesale goods (24%), manufactured chemicals (12%), and wood products (11%).

Figure 7 Canadian Commodities Destined to the U.S.

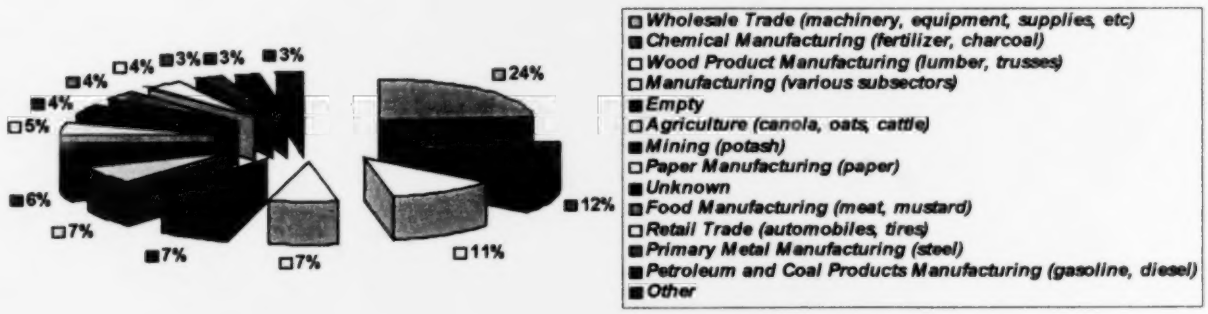
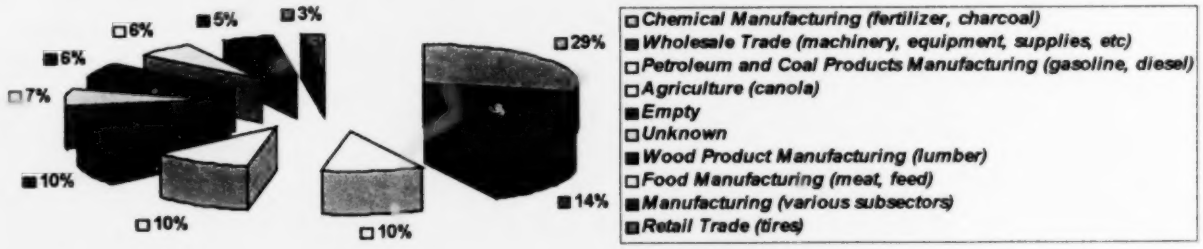


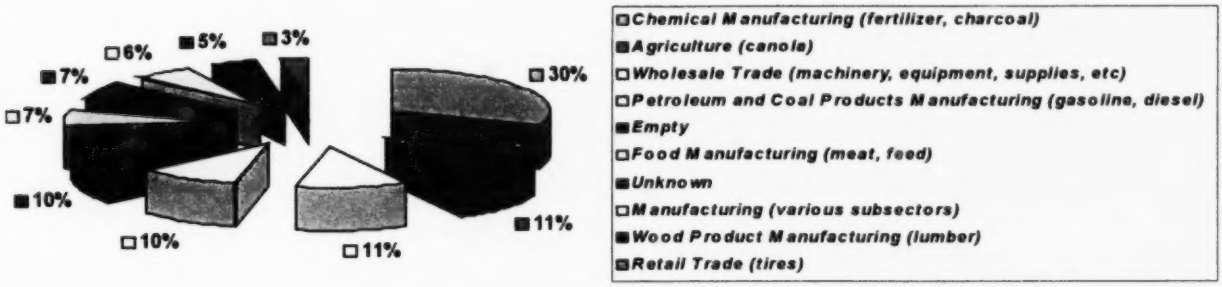
Figure 8 below illustrates Canadian commodities destined to North Dakota in 1999. The top three were manufactured chemicals (29%), wholesale goods (14%), and petroleum products/ agricultural products (10%).

Figure 8 Canadian Commodities Destined to North Dakota



Commodities originating in Saskatchewan and destined for North Dakota (N = 105) are illustrated in **Figure 9** below. The most common commodities destined for North Dakota were manufactured chemicals (30%), agriculture products (mostly canola) and wholesale goods (11%), and petroleum products (10%).

Figure 9 Saskatchewan Commodities Destined to North Dakota



4.4 Travel Information - Origins and Destinations

The top ten origins and all destinations of *northbound* traffic for 1999 are illustrated in **Figures 10 and 11 on page 11**. Approximately 50% of all truck traffic destined north to and/or through Saskatchewan *originated* in North Dakota (18%), Iowa (8%), Illinois (8%), Ontario (7%), Minnesota (7%), and Texas (6%). Ninety-eight percent (98%) was *destined* to the Canadian provinces of Alberta, Saskatchewan, and British Columbia.

Figure 10 Top Ten Origins of Northbound Traffic

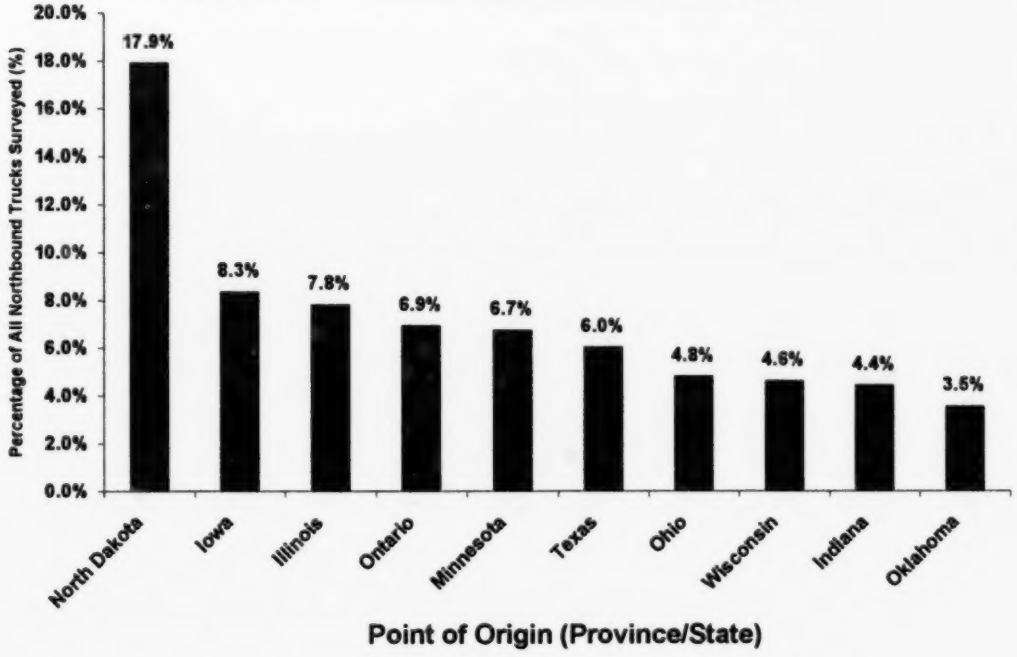
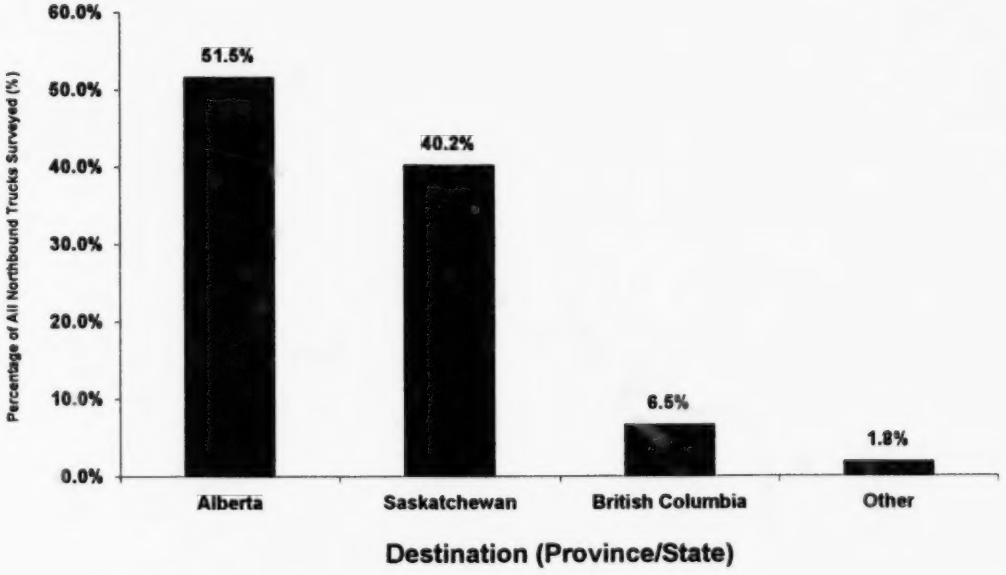


Figure 11 Destinations of Northbound Traffic



The majority (99%) of total truck traffic destined south to and/or through North Dakota originated from three western Canadian provinces – Saskatchewan (51%), Alberta (37%), and British Columbia (11%). This traffic was primarily destined to North Dakota (23%), Minnesota (9%) and Illinois (6%). **Figure 12** below illustrates the *origins* of southbound traffic in 1999. **Figure 13 on page 13** illustrates the top ten *destinations* of southbound traffic in 1999.

Figure 12 Origins of Southbound Traffic

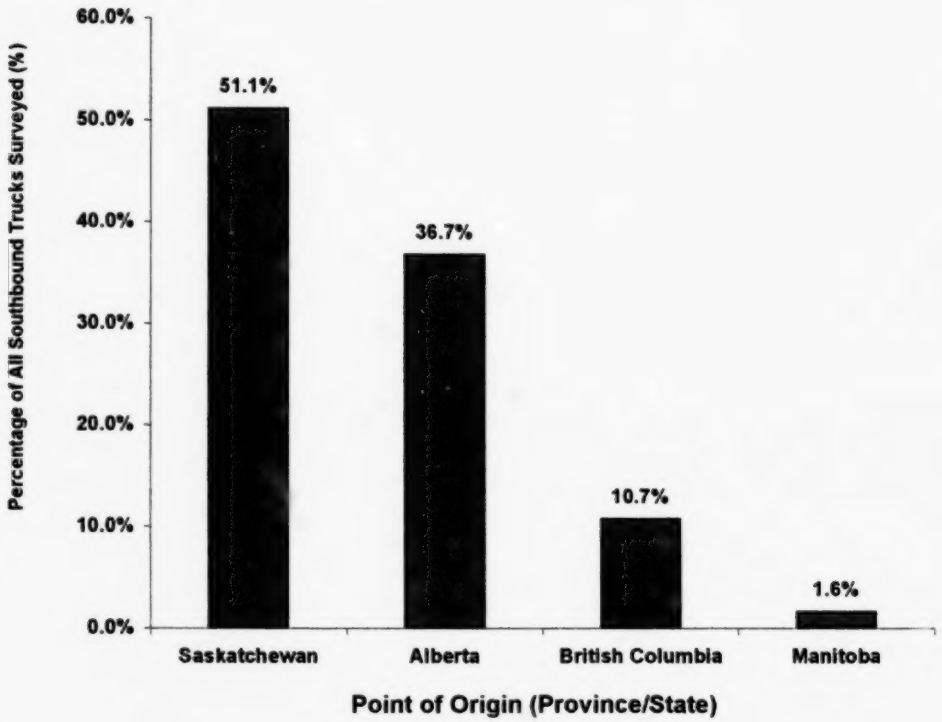
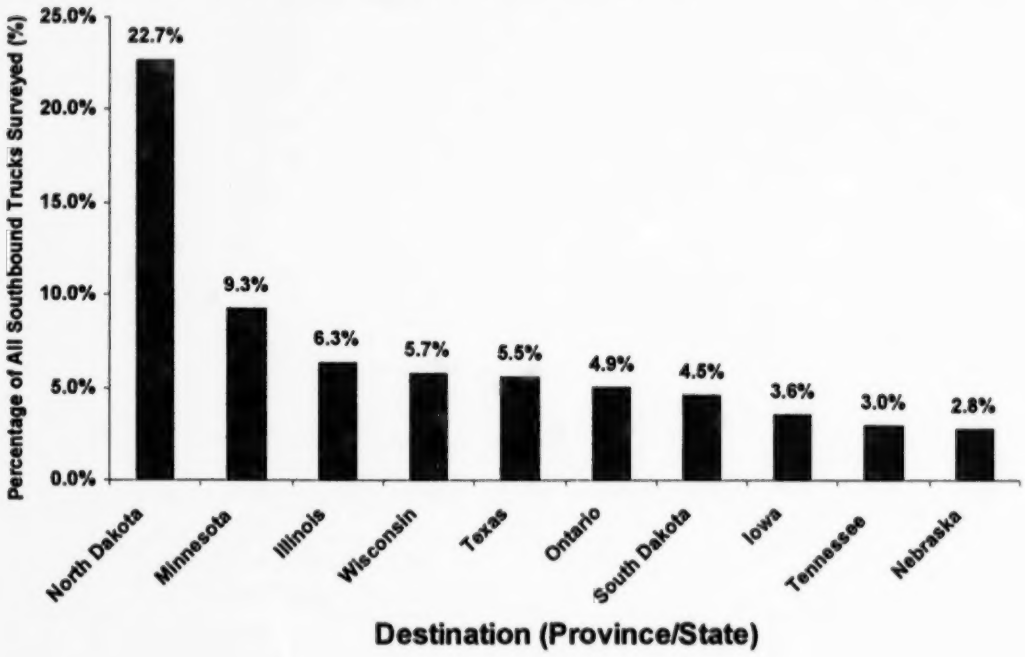


Figure 13 Top Ten Destinations of Southbound Traffic



4.5 Overall Reciprocal Trade and Traffic Patterns

When isolating North Dakota as the *only* point of origin and considering Canada as the *collective destination*, one hundred percent (100%) of North Dakota's commercial truck traffic via North Portal/Portal was en route to either Saskatchewan (91%) or Alberta (9%) as illustrated in **Figure 14 on page 14.**

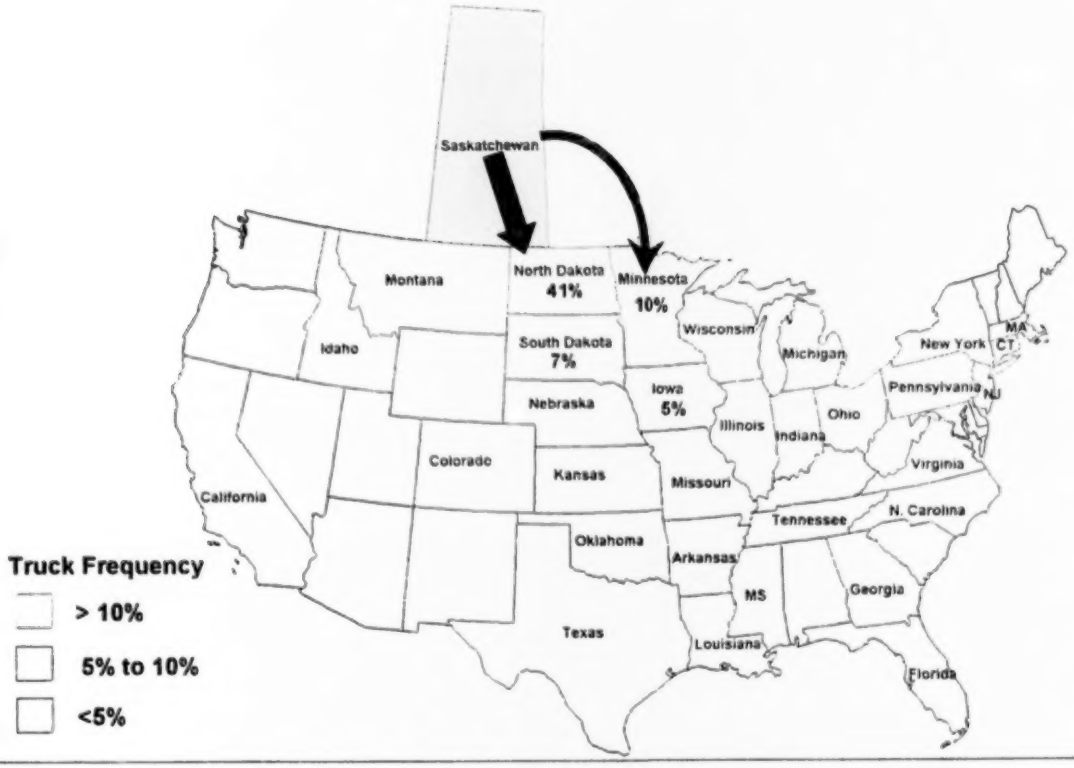
Figure 14 Northbound Trips Originating in North Dakota *(N = 101)*

Considering the United States as a *collective point of origin* and Saskatchewan as the *only* destination forty-one percent (41%) of trucks originated in North Dakota. The following were the other major U.S. points of origin: Minnesota (9%), Illinois (7%), and Iowa (6%). The above four states comprise sixty-three percent (63%) of all United States traffic/commodities destined to Saskatchewan as illustrated in **Figure 15 on page 15.**

Overall trade and traffic patterns between Saskatchewan (*origin*) and the United States/North Dakota (*destination*) are illustrated in **Figure 16 on page 16**. The following were the top four U.S. destinations: North Dakota (41%), Minnesota (10%), South Dakota (7%), and Iowa (5%). These four states comprise sixty-three percent (63%) of all Saskatchewan traffic/commodities destined to the United States.

Figure 15 Northbound Trips Originating in the United States and Destined to Saskatchewan
(N = 227)

Figure 16 Southbound Trips Originating in Saskatchewan and Destined to the United States
(N = 259)



4.6 Principal Routes

Highway 39 in Saskatchewan and U.S. Route 52 in North Dakota converge at North Portal/Portal. Therefore, all surveyed trucks (100%) used at least one section of these two arterial routes. **Figure 17 on page 17-1** illustrates truck frequencies on the principal arterial routes in both Saskatchewan and North Dakota - based on the total 1999 sample size (1,072).

Saskatchewan highway sections with the greatest truck frequencies in 1999 are listed below (*refer to Figure 17*):

- Highway 39 — North Portal to Estevan
- Highway 39 — Estevan to Moose Jaw
- Highway 6 — Corinne (#6/#39 junction) to Regina
- Highway 11 — Regina to Saskatoon
- Highway 16 — Saskatoon to Lloydminster
- Highway 2 — Moose Jaw to Chamberlain
- Trans-Canada (#1) — Moose Jaw to Saskatchewan/Alberta border

Likewise, the following is a list of *North Dakota* highway sections with the greatest truck frequencies in 1999 (*refer to Figure 17*):

- U.S. Route 52 — Minot to Portal and Jamestown to Minot
- U.S. Route 2 — Grand Forks to Minot
- Interstate 94 — Fargo to Bismarck
- U.S. Route 83 — North Dakota/South Dakota border to Minot
- Interstate 29 — North Dakota/South Dakota border to Grand Forks
- U.S. Route 281 — North Dakota/South Dakota border to Carrington

As seen in Figure 17, both Saskatchewan and North Dakota have clearly defined junctions of convergence and divergence. In Saskatchewan, most *northbound* truck traffic leaving North Portal *diverges* at Estevan, Corrine, Regina, Moose Jaw, and Saskatoon; most *southbound* truck traffic en route to North Portal *converges* at these same locations. The main convergence/divergence point in North Dakota is at Minot.

Figure 17 Principal Arterial Routes - Saskatchewan and North Dakota

Total Traffic (N = 1,072)

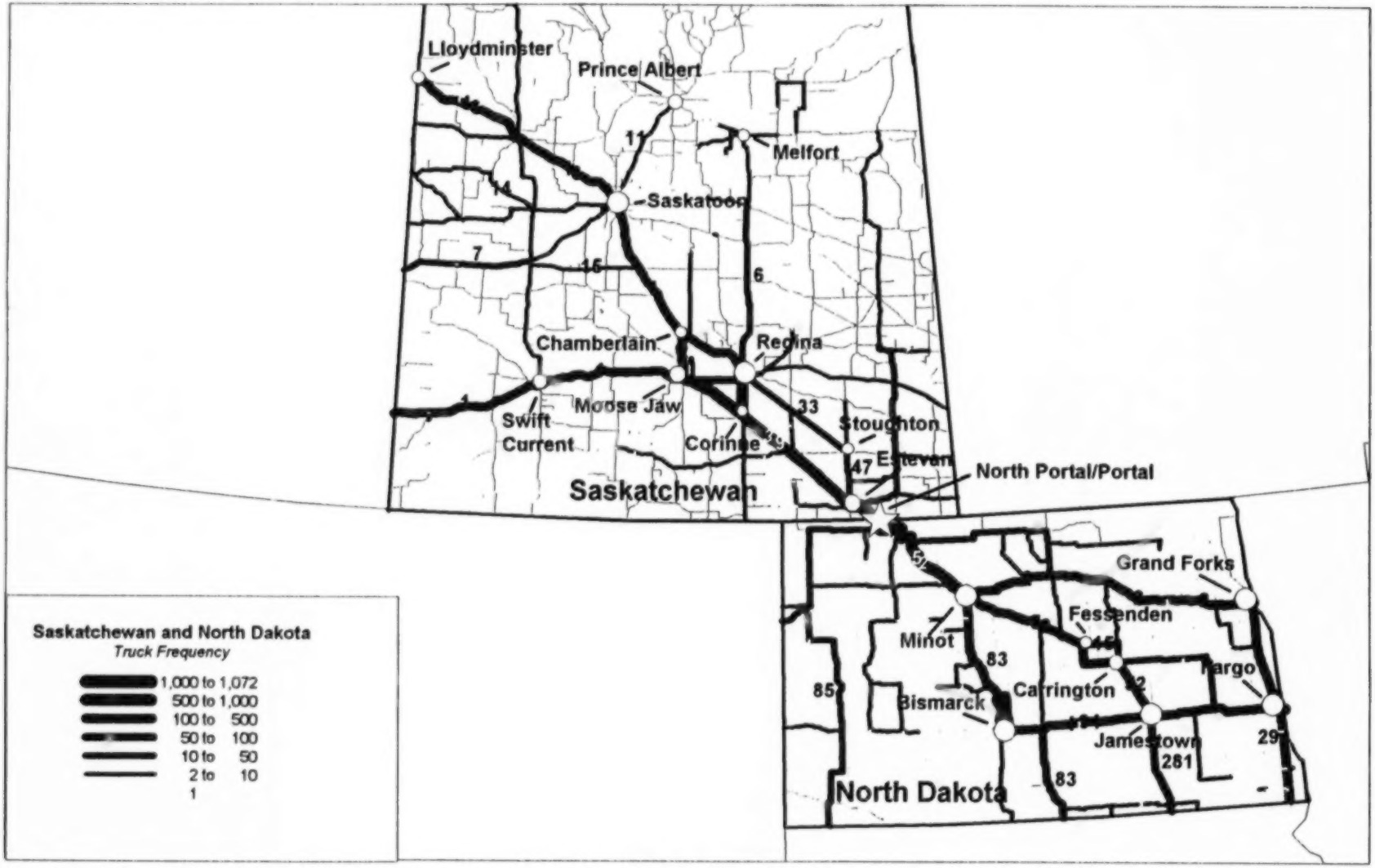


Figure 18 on page 18-1 illustrates the principal arterial routes used by trucks originating in North Dakota en route to Saskatchewan destinations. A list of the top highways with the greatest truck frequencies in 1999 is contained within this figure. The following are the top five destination cities/towns: Belle Plaine (26%), Regina (21%), Weyburn (12%), Bienfait (4%), and Saskatoon (3%). As discussed in Section 4.3.2, most trucks (74%) from North Dakota to Saskatchewan were empty.

Likewise, **Figure 19 on page 18-2** illustrates the principal arterial routes used by trucks originating in Saskatchewan en route to North Dakota. Minot (32%), Bowbells (12%), Velva (9%), and Grand Forks and Lignite (5%) comprise the top five destination cities/towns.

Figure 18 Principal Arterial Routes - North Dakota Traffic Destined to Saskatchewan *(N = 92)*

(Including the Top Five Saskatchewan Destinations)

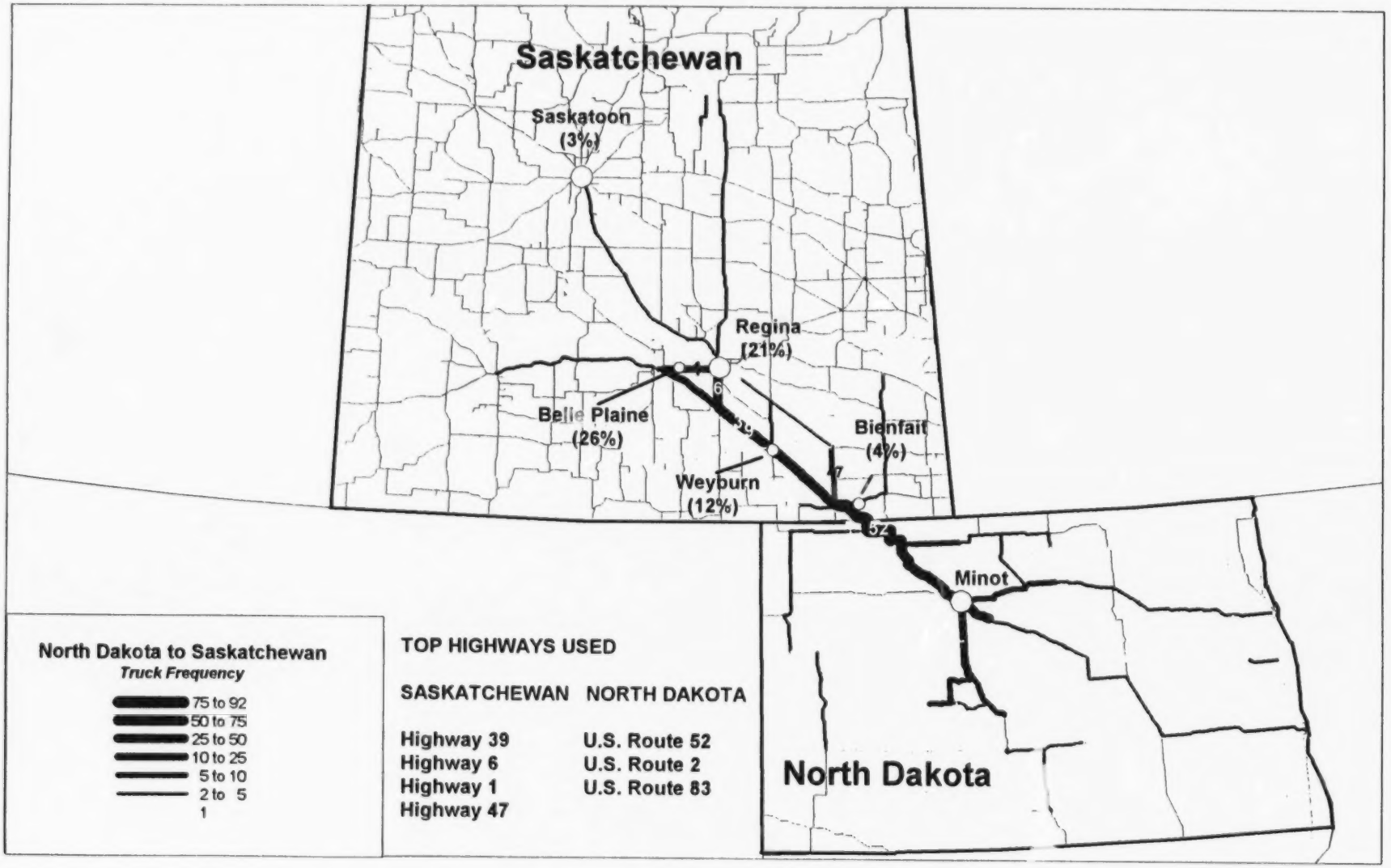
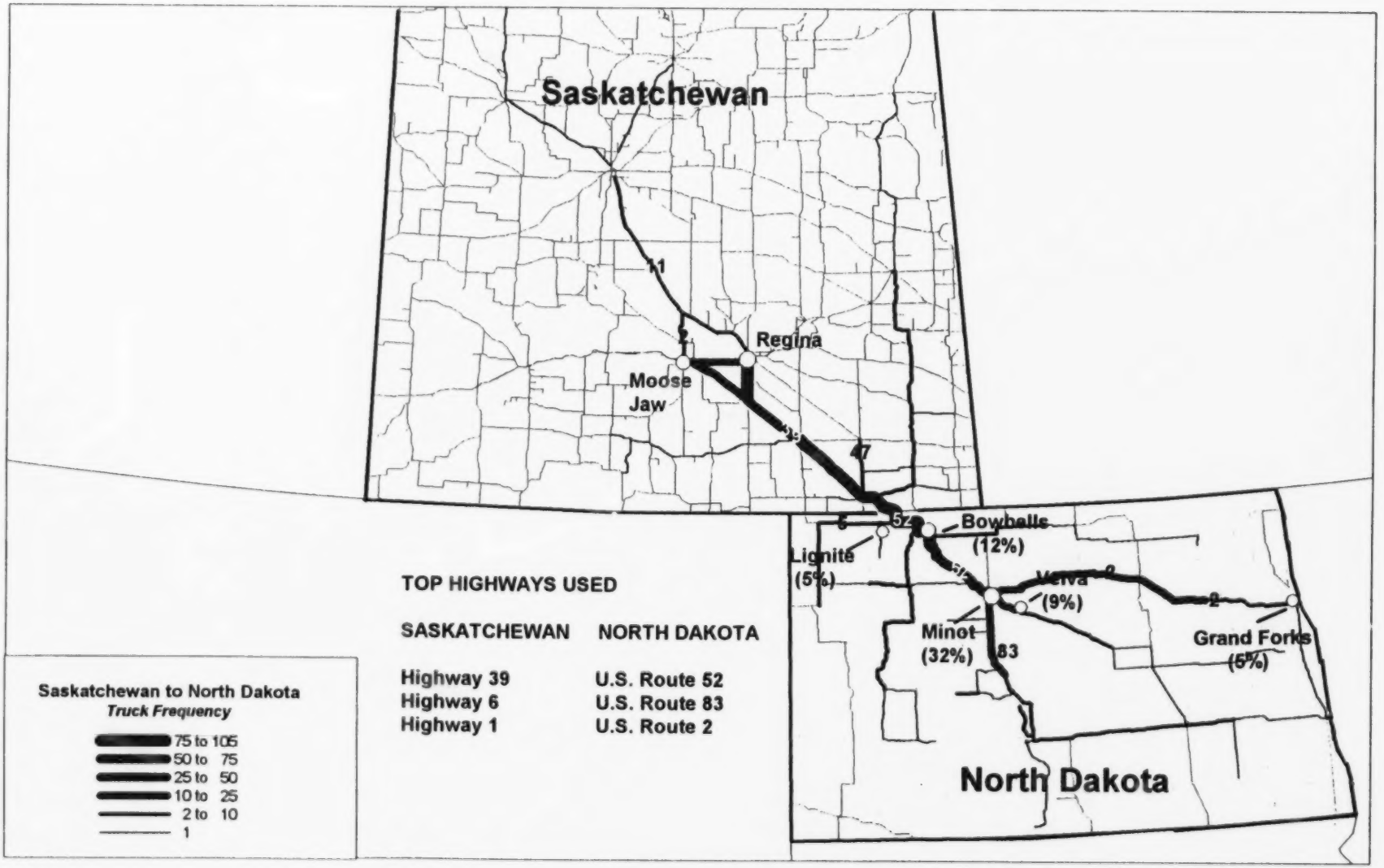


Figure 19 Principal Arterial Routes - Saskatchewan Traffic Destined to North Dakota *(N = 105)*

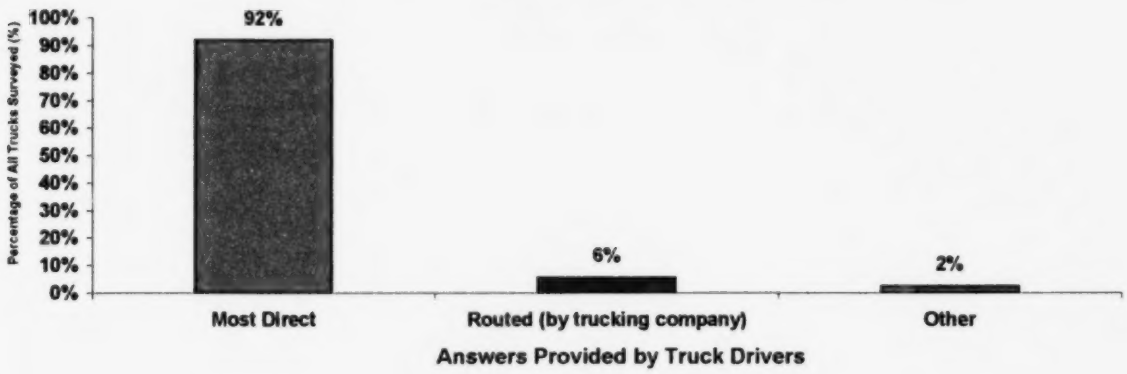
(Including the Top Five North Dakota Destinations)



4.7 Route Choice

Regarding question number eleven ("Why did you choose these highways?"), ninety-two percent (92%) of truck drivers answered by stating "most direct/shortest route." Six percent (6%) of truck drivers said their trucking company routed them; two percent (2%) provided various other answers (e.g. "broker is at this port," "better roads," etcetera).

Figure 20 Route Choice ("Why did you choose these highways?")



4.8 Border Crossing Information

The North Dakota Department of Transportation did not include "PART III" (see Appendix A) on their 1999 origin/destination survey form.

Therefore, based on *northbound* traffic only, the average time to pass through North Portal in 1999 was five (5) minutes. Thus, most truck drivers express satisfaction with the relatively short period of time it takes to clear Canada Customs. Regarding question number thirteen ("Are you ever delayed at the border crossing?"), eighty-two percent (82%) of truck drivers answered "no"; eighteen percent (18%) answered "yes." Those who answered "yes" indicated that significant delays were usually a result of broker errors (paperwork). Traffic congestion and Customs inspections were the other main reasons for delays.

For northbound trucks, minimal delays are attributable to Revenue Canada's Line Release Program. The Pre-Arrival Review System (PARS) is a component of this program available to commercial importers at North Portal. Here, necessary details of any given shipment can be submitted up to five (5) days before it arrives in Canada; this permits Customs to enter and process all documentation via their computer system. Upon arrival, shippers using PARS can be released in less than five (5) minutes unless preprocessed documentation indicates the shipment be examined.

United States Customs has systems similar to PARS.

5.0 CONCLUSIONS

The 1999 survey results are consistent with all 1998 survey results. There are no *significant* changes to report

For the 1999 surveys at North Portal/Portal, northbound trucks (565 or 53%) slightly outnumbered southbound trucks (507 or 47%) – a ratio of 1.1 (northbound versus southbound). Based on the total sample size (1,072) and irrespective of traffic direction, these trucks had the following characteristics:

- Most were 5- and 6-axle semi trailer units, combining for a total of 81% of all trucks surveyed (74% and 7%, respectively)
- Most were registered in Alberta (34.3%), Saskatchewan (27.9%), and North Dakota (7.5%) – or collectively, 70%
- An average GVW of 63,800 lb (based on truck operators' estimations)

Overall and irrespective of any particular destination, 87% of northbound trucks are loaded while 93% of southbound trucks are loaded. When particular destinations *are* considered, the loaded/empty status in either direction becomes highly variable. Example: a relatively high percentage of northbound trucks originating in North Dakota/United States and destined to Saskatchewan are in fact empty (from North Dakota, 74%, from the U.S., 31%). Empty trucks are primarily en route for back hauling purposes.

The *overall* percentages for loaded trucks in each direction indicate that commodity trading is reciprocated fairly evenly. The primary commodities originating in North Dakota/United States and destined to Saskatchewan/Canada were various manufactured products, wholesale goods, retail goods, steel, and fertilizer. Conversely, the primary Saskatchewan/Canadian commodities destined to North Dakota/United States were wholesale goods, manufactured chemicals, petroleum products, wood products, and agricultural products.

North Dakota is the single biggest source (18%) for northbound trucks via North Portal/Portal. These trucks are typically destined for Alberta and/or Saskatchewan. Most *southbound* trucks originate in Alberta or Saskatchewan and North Dakota is the primary destination (23%).

Via North Portal/Portal, overall reciprocal trade and traffic between Saskatchewan and North Dakota is extensive. Ninety-one percent (91%) of trucks originating in North Dakota were destined to Saskatchewan; forty-one percent (41%) of trucks with Saskatchewan origins were destined to North Dakota.

Considering the United States as a collective point of origin and Saskatchewan as the destination forty-one percent (41%) of trucks came from North Dakota.

Commercial truck traffic in Saskatchewan via North Portal/Portal frequents the following highways the most: #39, #6, #11, #16, #2, and Trans-Canada (#1). U.S. Routes 52, 2, & 83, and Interstates 94 & 29 are North Dakota's principal routes.

From origin to destination, 92% of truck drivers chose the most direct route; 6% were routed by their trucking company; 2% provided various other answers.

APPENDIX A

Origin/Destination Survey Form

ORIGIN-DESTINATION SURVEY
SASKATCHEWAN/NORTH DAKOTA BORDER

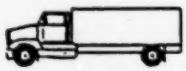
Date: ___/___/___ (DD MM YY) Time: _____ Location: **North Portal/Portal**

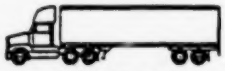
This form was filled out by : Saskatchewan North Dakota Driver

1. Traffic Direction: ☐ NB ☐ SB

PART I VEHICLE and COMMODITY INFORMATION

2. Vehicle Configuration: **# of Axles** _____


Truck


Semi Trailer

Semi Trailer & Single Axle Pup

Semi Trailer & Trailer

Flat Bed

B Train

Semi Trailer & 2 Single Axle Pups

3. Where is the vehicle registered? Province/State Other _____

4. ☐ Empty ☐ Loaded 5. Gross Vehicle Weight: _____ kilograms lbs.

6. Commodity vehicle is carrying? _____ code

PART II TRAVEL INFORMATION

7. Principal Origin: City | Province/State

8. Principal Destination: City | Province/State

9. Route from Origin to Destination: **(please outline on attached maps)**

10. Will you back haul along the same route? **Yes** **No**

If yes, what is the commodity? _____ code

11. Why did you choose these highways?

_____

PART III BORDER CROSSING INFORMATION

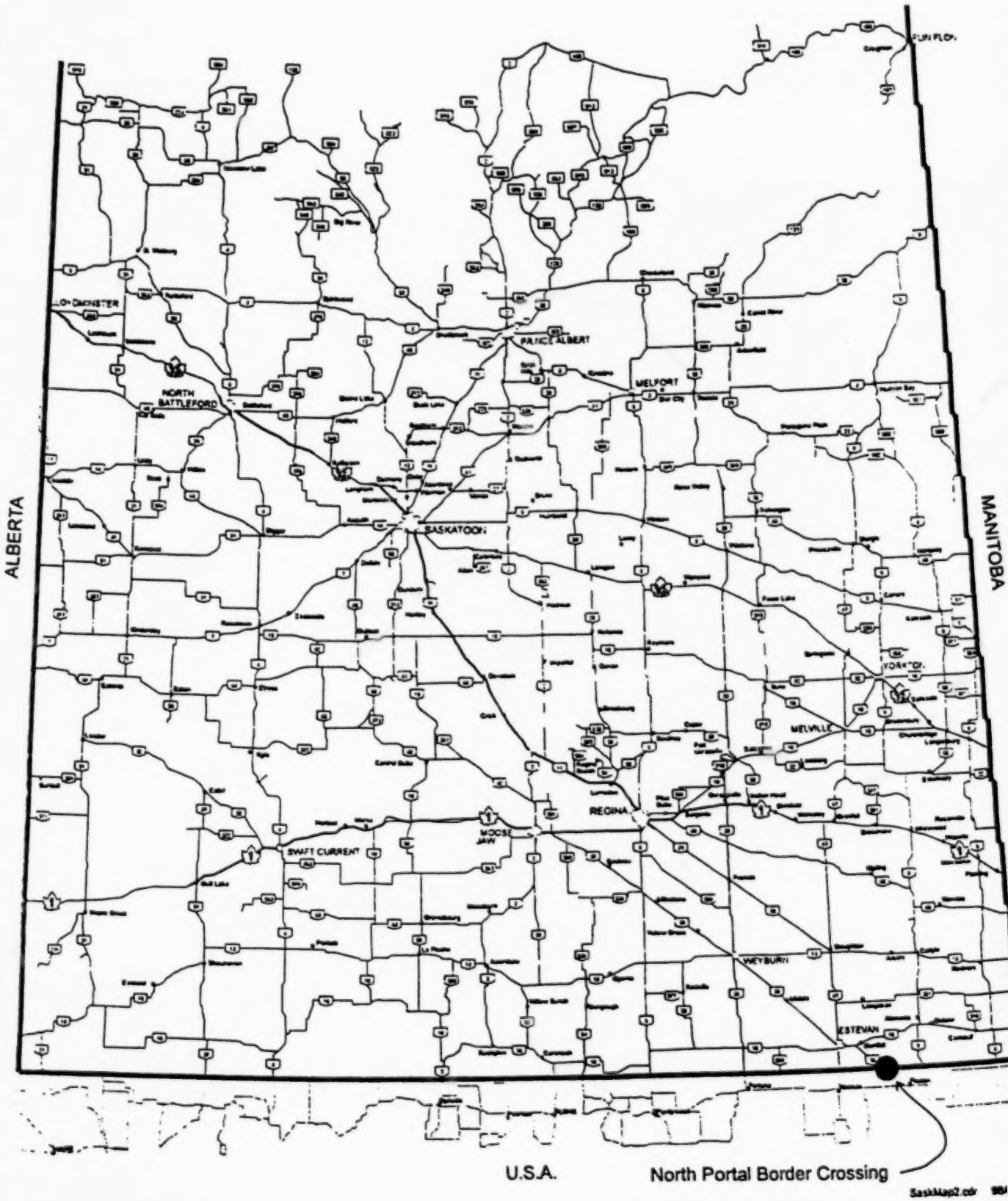
12. Approximately, how long does it take you to pass through US/Canada Customs at this port? _____

13. Are you ever delayed at the border crossing? **Yes** **No**
    if yes, reasons for delay? _____

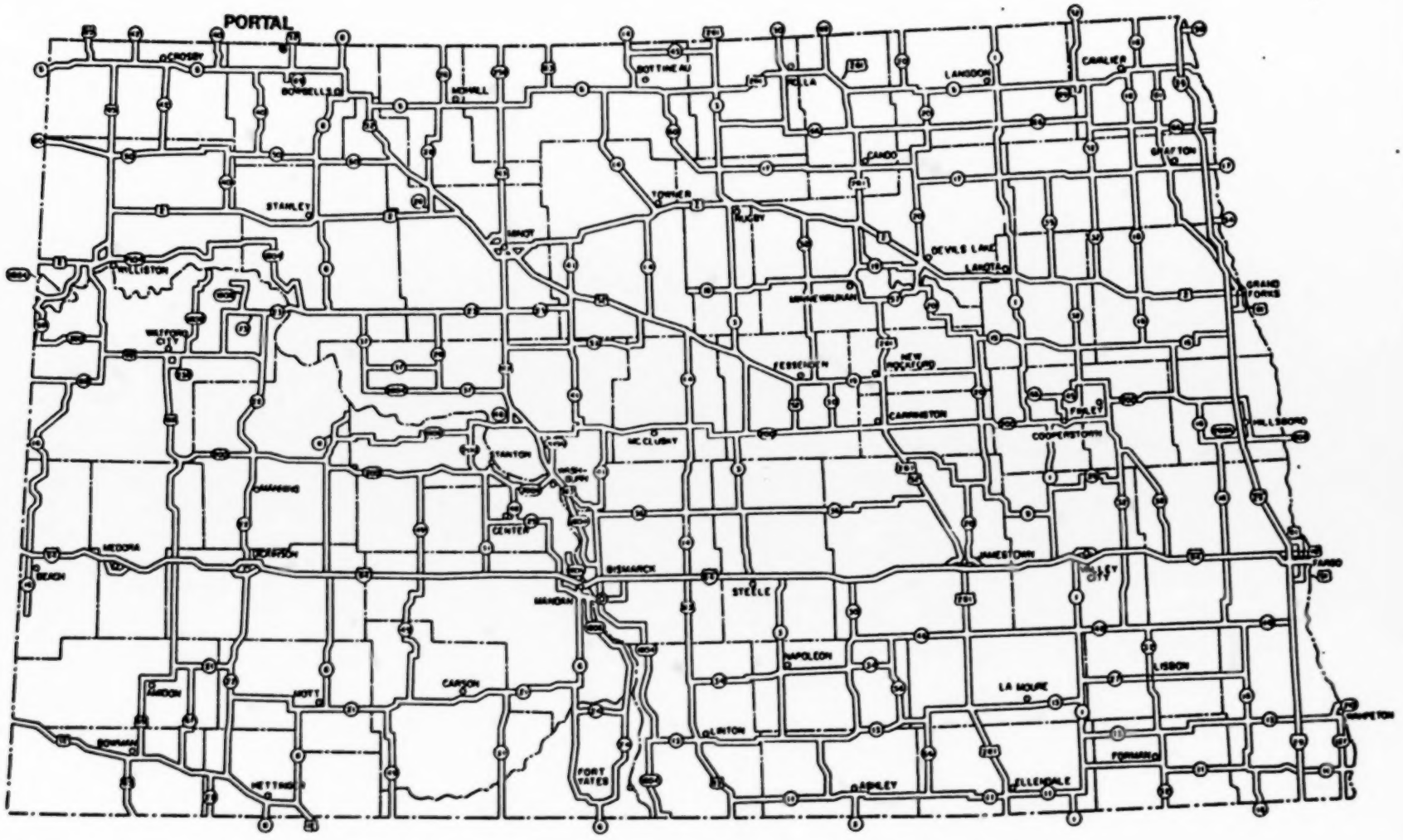
14. Any comments noted during survey:

Saskatchewan
Highways and
Transportation

Border Crossing and Routing Study



SaskMap2.cdr


PORTAL
CROSBY
BOWBELLS
MOHALL
BOTTINEAU
ROLLA
LANGDON
CARRIER
CANDO
GRAFTON
STANLEY
TOWNER
RUGBY
DEVILS LAKE
LANGDON
GRAND FORKS
WILLISTON
WATFORD CITY
FESSENDEN
NEW ROCKFORD
CARRINGTON
FARGO
COOPERSTOWN
HILLSBORO
MC CLUSKY
STANTON
HAZEN
CENTER
MEDORA
BEACH
DICKINSON
BISMARCK
MANDAN
STEELE
JAMESTOWN
VALLEY CITY
NAPOLEON
LISBON
LA MOURE
GLEN ULLIN
HETTINGER
MOTT
CARSON
FORT YATES
ASHLEY
WISHEK
FORMAN
ELLENDALE

APPENDIX B

Commodity Classification Table

North American Industry Classification Systeme (NAICS) for Coding Commodities

Sector_Code	Sector_Name	Subsector_Cod	Subsector_Name
10	Other Services (except Public Administration)	101	Unclassifiable
11	Agriculture, Forestry, Fishing and Hunting	111	Crop Production
11		112	Animal Production
11		113	Forestry and Logging
11		114	Fishing, Hunting and Trapping
11		115	Support Activities for Agriculture and Forestry
21	Mining	211	Oil and Gas Extraction
21		212	Mining (except Oil and Gas)
21		213	Support Activities for Mining
22	Utilities	221	Utilities
23	Construction	233	Building, Developing, and General Contracting
23		234	Heavy Construction
23		235	Special Trade Contractors
31	Manufacturing	311	Food Manufacturing
31		312	Beverage and Tobacco Product Manufacturing
31		313	Textile Mills
31		314	Textile Product Mills
31		315	Apparel Manufacturing
31		316	Leather and Allied Product Manufacturing
32		321	Wood Product Manufacturing
32		322	Paper Manufacturing
32		323	Printing and Related Support Activities
32		324	Petroleum and Coal Products Manufacturing
32		325	Chemical Manufacturing
32		326	Plastics and Rubber Products Manufacturing
32		327	Nonmetallic Mineral Product Manufacturing
33		331	Primary Metal Manufacturing
33		332	Fabricated Metal Product Manufacturing
33		333	Machinery Manufacturing
33		334	Computer and Electronic Product Manufacturing
33		335	Electrical Equipment, Appliance, and Component Manufacturing
33		336	Transportation Equipment Manufacturing
33		337	Furniture and Related Product Manufacturing
33		339	Miscellaneous Manufacturing
42	Wholesale Trade	421	Wholesale Trade, Durable Goods
42		422	Wholesale Trade, Nondurable Goods
44	Retail Trade	441	Motor Vehicle and Parts Dealers
44		442	Furniture and Home Furnishings Stores
44		443	Electronics and Appliance Stores
44		444	Building Material and Garden Equipment and Supplies Dealers
44		445	Food and Beverage Stores
44		446	Health and Personal Care Stores
44		447	Gasoline Stations
44		448	Clothing and Clothing Accessories Stores
45		451	Sporting Goods, Hobby, Book, and Music Stores
45		452	General Merchandise Stores
45		453	Miscellaneous Store Retailers
45		454	Nonstore Retailers
48	Transportation and Warehousing	481	Air Transportation
48		482	Rail Transportation
48		483	Water Transportation
48		484	Truck Transportation
48		485	Transit and Ground Passenger Transportation
48		486	Pipeline Transportation
48		487	Scenic and Sightseeing Transportation
48		488	Support Activities for Transportation
49		491	Postal Service
49		492	Couriers and Messengers
49		493	Warehousing and Storage
51	Information	511	Publishing Industries
51		512	Motion Picture and Sound Recording Industries
51		513	Broadcasting and Telecommunications
51		514	Information Services and Data Processing Services

52	Finance and Insurance	521	Monetary Authorities - Central Bank
52		522	Credit Intermediation and Related Activities
52		523	Securities, Commodity Contracts, and Other Financial Inve
52		524	Insurance Carriers and Related Activities
52		525	Funds, Trusts, and Other Financial Vehicles
53	Real Estate and Rental and Leasing	531	Real Estate
53		532	Rental and Leasing Services
53		533	Lessors of Nonfinancial Intangible Assets (except Copyrig
54	Professional, Scientific, and Technical Services	541	Professional, Scientific, and Technical Services
55	Management of Companies and Enterprises	551	Management of Companies and Enterprises
56	Administrative and Support and Waste Management :	561	Administrative and Support Services
56		562	Waste Management and Remediation Services
61	Education Services	611	Educational Services
62	Health Care and Social Assistance	621	Ambulatory Health Care Services
62		622	Hospitals
62		623	Nursing and Residential Care Facilities
62		624	Social Assistance
71	Arts, Entertainment, and Recreation	711	Performing Arts, Spectator Sports, and Related Industries
71		712	Museums, Historical Sites, and Similar Institutions
71		713	Amusement, Gambling, and Recreation Industries
72	Accommodation and Food Services	721	Accommodation
72		722	Food Services and Drinking Places
81	Other Services (except Public Administration)	811	Repair and Maintenance
81		812	Personal and Laundry Services
81		813	Religious, Grantmaking, Civic, Professional, and Similar
81		814	Private Households
92	Public Administration	921	Executive, Legislative, and Other General Government Supp
92		922	Justice, Public Order, and Safety Activities
92		923	Administration of Human Resource Programs
92		924	Administration of Environmental Quality Programs
92		925	Administration of Housing Programs, Urban Planning, and C
92		926	Administration of Economic Programs
92		927	Space Research and Technology
92		928	National Security and International Affairs